

The Washington State Department of Transportation is actively pursuing and accepting statements of interest for lease or purchase options on a commercial waterfront site or sites within Puget Sound to build concrete pontoons and anchors for the Hood Canal Floating Bridge. Both developed and undeveloped sites will be reviewed as possible candidates. The Project will be building 14 new pontoons of the size shown in Figure 1a and 20 new anchors 46 to 60 feet in diameter and as high as 27 feet tall.

The preferred site would be at least 30 acres with 900 to 1000 feet of waterfront in a protected harbor or channel. The harbor or channel shall have adequate draft and room to maneuver large tugs in combination with barges and pontoons. Pontoons have a maximum length of 360 feet with a maximum width of 92 feet. The largest barges that are anticipated for this project have a maximum length of 400 feet with a maximum width of 100 feet. The minimum draft required to float the largest pontoon is 17 feet and the minimum draft required to float the largest anchor is 22 feet. Sites smaller than the 30-acre site will be reviewed as possible candidates to be used in conjunction with other sites submitted for review.

The WSDOT is currently looking at the following methods for launching pontoons and anchors:

- Floating from a graving dock or dry dock. (Figures 1a & 1b)
- Side launching on rails from an upland area across the shoreline into the water. (Figures 2a & 2b)
- Side or end launching on rails to moored and supported barges where the barges transport and launch the pontoons in deeper water. (Figures 3a & 3b)

The attached figures 1a thru 3b show idealized site layouts and sections for each method of pontoon and anchor launching on a single property. The sites will need adequate area to cast pontoons and anchors, lay-down areas for formwork/reinforcing cage fabrication and storage, access roads for large cranes and construction equipment, construction trailers/offices, employee parking, and storm water catchments/treatment system.

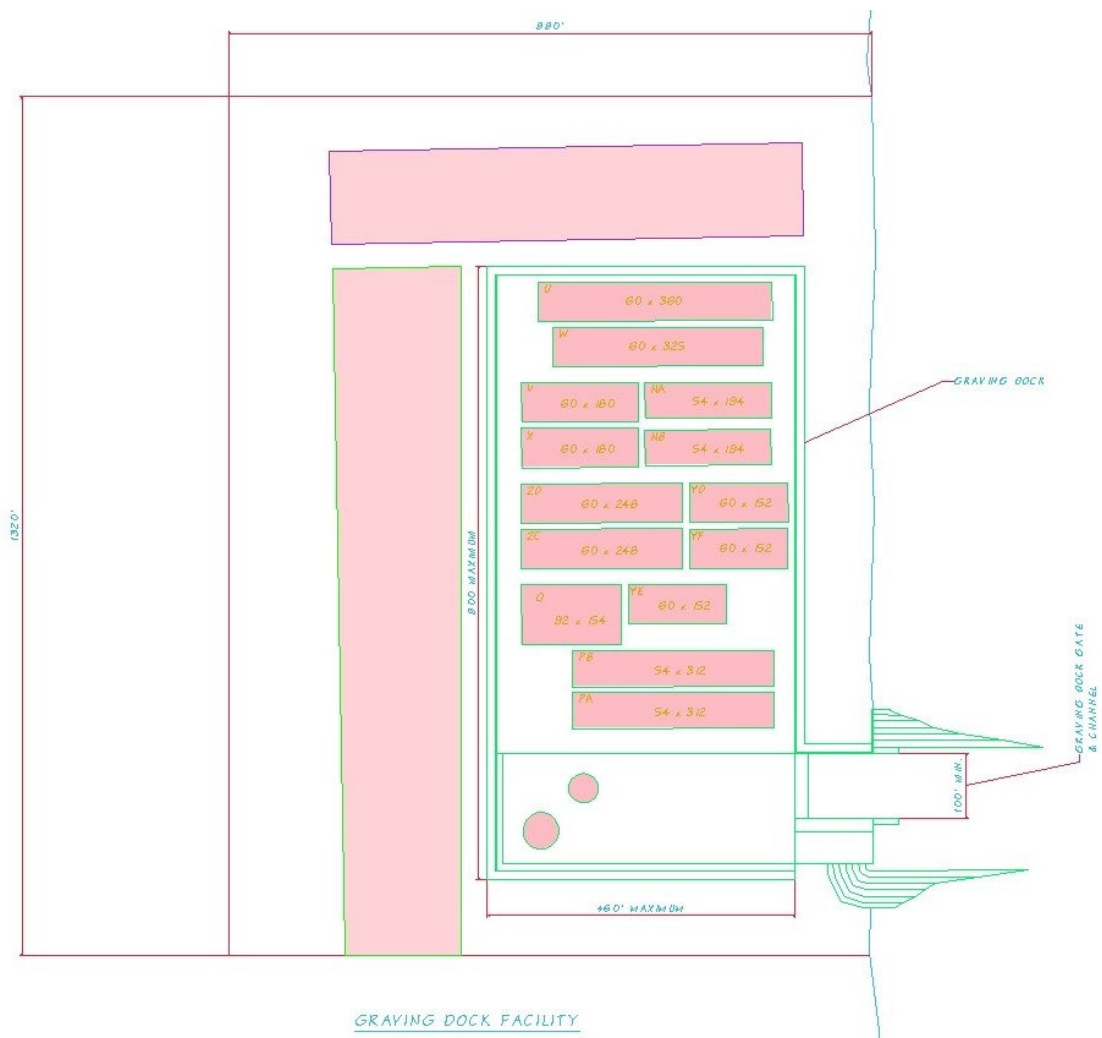
In addition to the criteria listed above, consideration will be given but not limited to the following site features in the review process:

- Land and water access.
- Existing facilities such as docks and or bulkheads.
- Proximity of other commercial marine facilities such as docks, bulkheads, dry-docks, slips and tug boat operators.
- Proximity of local rail service.
- Access to adequate aggregate supplies.
- Towing distance to the Hood Canal Bridge.
- Proximity and size of commercial concrete plants.
- Utilities on or adjacent to site, such as electrical and water service.

- Tides and currents in harbor or channel.
- Exposure of site to wind and waves.
- Availability of applicable trades people and travel distance from their union hall.
- Local community support for project.
- Availability of site for future SR-520 Bridge project.
- Current and historical use of property.
- Current site data (e.g. geotechnical borings or reports, permits, aerial photos, etc.)

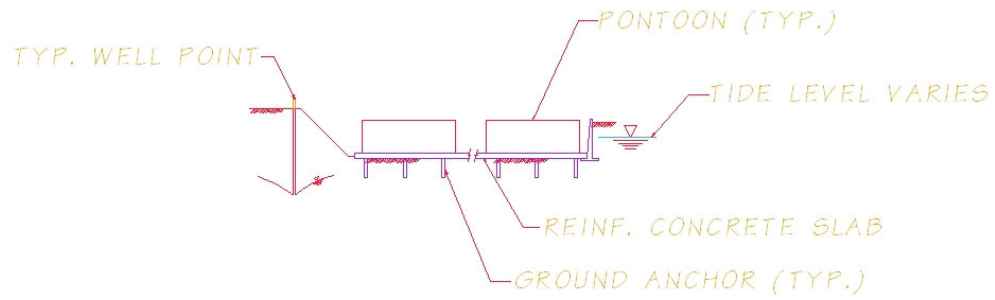
If you have questions or clarification needs, please contact Patrick Clarke at (360) 705-7220 or clarkep@wsdot.wa.gov.

Please send proposals to Mark Ellis, Real Estate Services,, PO Box 47440, Olympia, WA 98440 by January 10,2005



GRAVING DOCK FACILITY

Figure 1a



SECTION THRU GRAVING DOCK

Figure 1b

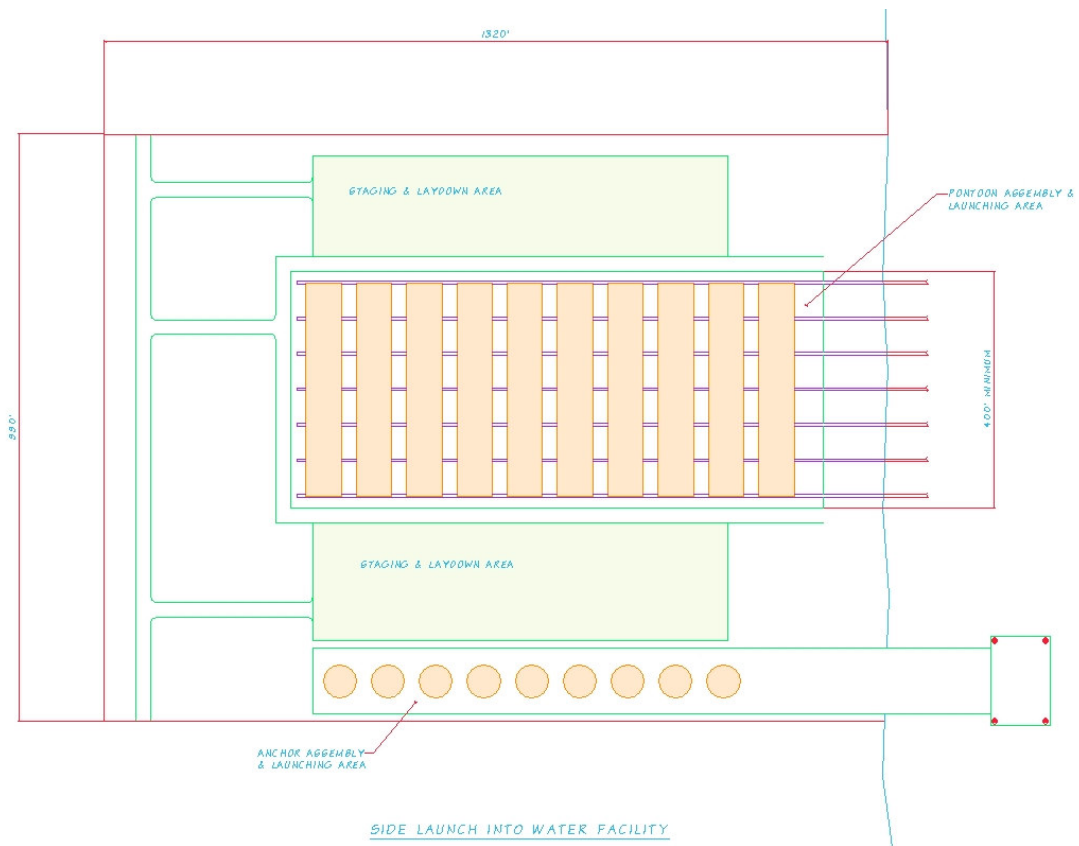


Figure 2a

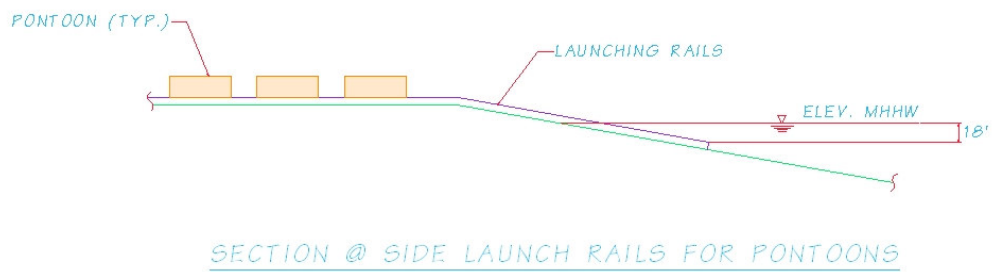


Figure 2b

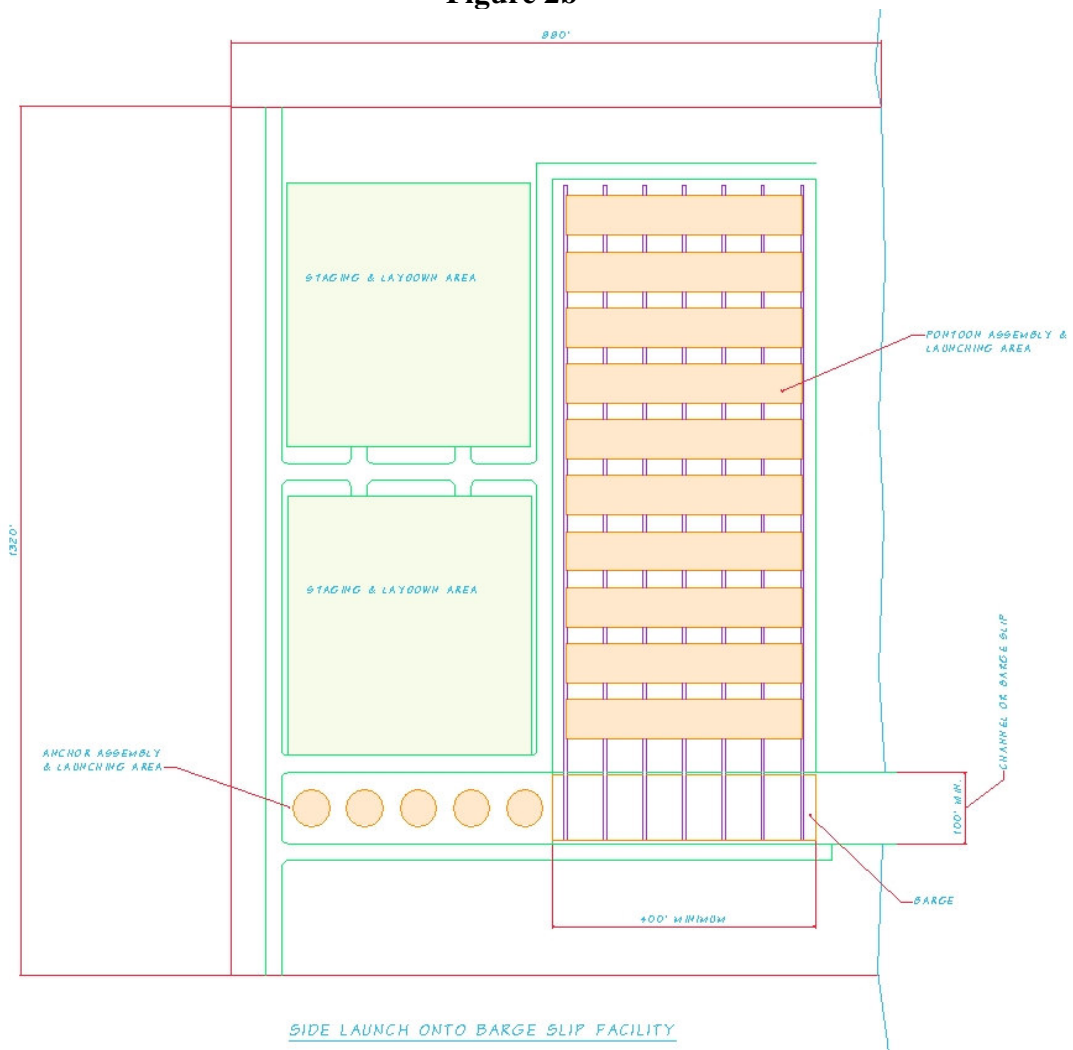
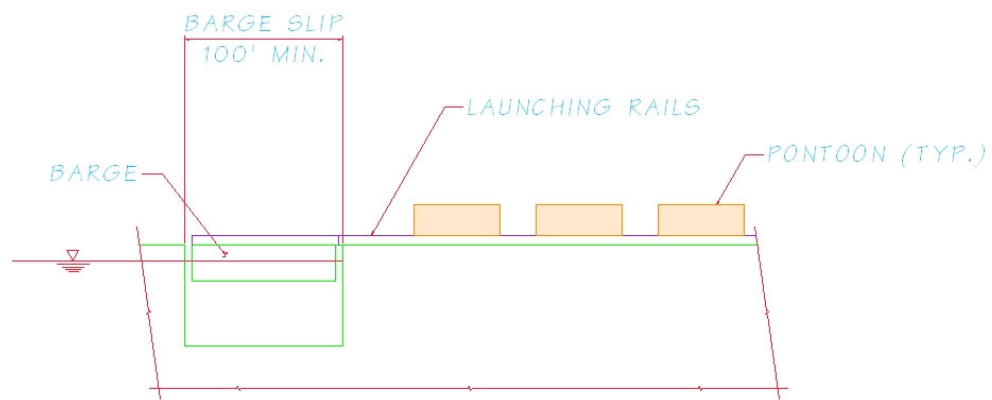


Figure 3a



SECTION @ BARGE SLIP

Figure 3b